

THE QUEEN AND

How a War with France Was Averted

**An Interview Between
and Earl Russell in**

Queen Victoria's Effo
Peace Between E
Americ

Suggestions from the E
Twice Disconn

The Dispatch Demanding the
and Slidell Modifi

New York, July 1

celebration of the nin-
tieth anniversary of American independence
seems more than ordinary
as it does, a gratifying pro-
cession which occasioned a seven
England and America, will,
century in which it occurred
cordially united, emulous
other in the elevation and
respective governments and
The toasts given and the

dents connected with our
doubt to become a part of
country. During the dark
the danger of war with
was most imminent. Ante
led us to hope for sympathy
apprehend hostility in En
French Government was co
tutterly disappointed. No
ing which we looked for a
ple exist. With one excep
those associated with him
were against us. That ex
Napoleon. He was our
that reason was out of fa
commercial cities, the cap

facturing districts we had
sentatives in Parliament
on all questions. But the
at a most critical moment,
in a cry for war. Our firm
of Parliament were diam
that, unless the Confed
Mason and Siddell, were r
itable. While that question
Cobden, Bright, Forster,

At that most critical time
Torrens rendered us a
service to the affection and grati-
fied. Mr. Torrens, when
door of the banking-house

must see EARL Russell
phied that our Minister,
right man in the right place
to the Minister as soon as
will not do," rejoined
presses; you must see I
adding that he would arrange
informing me of the time
ing. I was surprised at the
infected by the Englishman
doubtful of the propriety
kind intentions of Mr. Ad-

I dined that day with the Tennent, meeting a large war party of gentlemen. Colonel of a regiment who don the next morning for Canada. The Colonel response, made a brief dwelling with much effect Englishmen to resent the L. Tennent of the table.

their preparations for war formidable, and that, for the time, they were working double shifts in the dock-yards. Residing in my hotel in Rancover Square, who directed me to the morning at 11 o'clock at the Lodge, Richmond Hill, I went!

MR. WEED AND I
I found the Minister

part of the Minister, questions until the home be satisfied by the surrendell. Gradually, however, away, and His Lordship, instances which led to the giving belligerent rights was evident that even not with the South, he himon that we were the ag

In the drawing-room, conversed amble with Lady Alice, thanking him for me, I was taking leave, interposed, saying, "You find the lodge ground which her ladyship points to and localities with

marked that ladies of State secrets, but the sometimes they heard not have been intending, that it would anxiety to know that in paths of the Queen's ment; that Her Majesty's extended to her so would do everything vent a rupture with An

grateful to Mr. Torres for his thoughtful service. He is a gentleman and was not content to be a passive observer. He was constantly at work. *Daily News*, next to the most influential journal, espoused our cause because of its best and ablest writers by Mr. Torreño. Some weeks after the vacancy for Pinsbury:

turned. He now offers chosen, when his sphere enlarged. The efforts of our Government and Parliament were' consistent the War was over.

THE QUEEN'S D

While waiting with decision of our Government of England for the and I received from the M. P. in the street.

ness to the dispatch de-
Mason and Shadell to the
guage and spirit as to
it less difficult to con-
days after receiving
firming the assur-
by Lady Russell,
al and conclusive
other high source. Sir
Albert, the late hono-
Holland had made deli-

to the question whether it was too much to ask or think about putting some days after from Mr. Kienaud, a buoyant spirit, a pleasant news. The day asked danger of war with an insurance from the Government. The

TERMS OF THE TRIBUNE.

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TO-DAY'S AMUSEMENTS.

BOULET'S THEATRE—Randolph street, between Clark and LaSalle. Engagement of the Union Square Company. "The Two Orphans."
ACADEMY OF MUSIC—Haled street, between Madison and Monroe. Madame Blanche's Statue Artists and the Frager Family.
WICKES'S THEATRE—Madison street, between Dearborn and State. Dugues a Benedict's Minstrels.
BARNUM'S HIPPODROME—Lake Shore, foot of Washington street. Afternoon and evening.

SOCIETY MEETINGS.

GARDEN CITY LODGE, No. 141, A. F. and A. M.—The members are invited to meet at 7 o'clock, P. M., on Friday, July 16, at 10 o'clock, P. M., sharp, for the purpose of attending the funeral of our late brother, J. A. Kelly. Members of sister lodges are respectfully invited. By order of the W. M., L. E. WADSWORTH, Sec.
ORIENTAL LODGE, No. 53, A. F. and A. M.—Stated communication this Friday evening at 7 o'clock. Business and work on the 53. U. G. Degree. By order of the Master, E. S. TUCKER, Sec.
WASHINGTON CHAPTER, No. 43, R. A. M.—Regular communication this Friday evening at 7 o'clock. Business and work on the 43. U. G. Degree. By order of the M. P., C. H. J. ZIMMERMAN, Sec.

BUSINESS NOTICES.

TO RIN A HANDSOME PAIR WITH METALLIC POWDERS, etc., which is being sold by the Chicago Tribune, at 10 cents per pair. Sold by all druggists.

The Chicago Tribune.

Friday Morning, July 16, 1875.

Greenbacks closed at 87@87 1/2.

Gen. ADAM BADEAU, Consul-General at London, has been appointed Minister to Belgium, and J. Russell Jones, resigned on account of ill-health.

E. S. CHESBROUGH, City Engineer of Chicago, is to be employed to perfect the sewerage system of St. Paul. A better selection could not have been made.

Exciting developments are expected in St. Louis when the Grand Jury of the United States Court present their indictments in connection with the whisky-ring frauds.

LONGSTREET proposes to vindicate himself from the charge that through him the battle of Gettysburg was lost to the Confederate army, and for that purpose has obtained access to the Rebel archives in Washington.

MOORE and SANKER sail for home on the 4th of next month, but their work remains behind them, and their zeal and enthusiasm have proved infectious. A wealthy man has purchased the Victoria Theatre, and intends refitting it permanently for religious uses.

The Toronto Globe, referring to Earl Dufferin's speech in London and the comments thereon by the American press, gives vent to its truly loyal sentiments, and insists that the speech, although a good Canadian gospel, is that the Dominion of Canada and never encourage annexation to the United States; that is, she must plod on, as she has for the last half century, an envious and dissatisfied spectator of the great and never-ceasing progress of her powerful neighbor.

The report of the Chicago Fire-Marshal for the month of June presents an extraordinary showing, and one which has probably not been equaled within the past twenty years. There were thirty-one fires during the month, with a total loss of about \$1,000,000, or a trifle over \$50 for each fire. This speaks well for the efficiency of the Fire Department, and affords not a little solid comfort to the insurance companies doing business in Chicago.

The residents of Wabash avenue who are incensed against the Chicago City Railway Company on account of the manner in which the tracks have been laid have determined to appeal to the courts for redress. They propose to apply for an injunction to prevent the further operation of the Wabash avenue line until the street shall have been repaved, and an order to compel the Company to take up the tracks already laid. A copy of the bill to be filed in the Superior Court to-day is published in this issue.

From what has been said relative to the evidence before the Grand Jury on the alleged corruption of the police force, it would appear that MARK SHERIDAN has made a lamentable failure in the effort to substantiate the grave charges which he has so freely made within the past few days. This failure, if such it shall prove to be, will leave Mr. Sheridan in a sad plight. There will be nothing for him to do but shoulder the full responsibility for the corruption and incompetency which have for so long characterized the management of the police. He has been the Police Board, as a matter of fact, and could at any time, by a proper assertion of his power, have corrected any general abuses which existed. We haven't much confidence that the administration of the Police Department will be very much improved after Corcoran shall assume absolute control, according to the programme. Nevertheless, except Sheridan can fix corruption or malfeasance in office upon some of the officials included in his vituperative denunciations, he certainly cannot give any good reason why he should not himself be gotten out of the way, if it can be done lawfully, for he will have acknowledged his own incompetence.

The Chicago produce markets were nervous yesterday, with a very good movement in breadstuffs. New pork was quiet, and 5@10 per lb. lower, closing at \$15.00@15.10 for August, and \$12.50@12.60 for September. Lard was dull and 5@10 per lb. lower, closing at \$12.50 for August, and \$12.00 for September. Meats were dull and easier, closing at 8 1/2c for shoulders, 1 1/2c for short ribs, and 1 1/2c for short claes. Highwines were in good demand and firm at \$1.17. Lake freights were active at 3 1/2c for wheat to Buffalo. Flour was in good request and firm. Wheat was active and buoyant, closing 4 1/2c higher, at \$1.14 cash, and \$1.13 for August. Corn was moderately active, and advanced 2c, closing at 6 1/2c cash, and 7 1/2c for August.

Oats were active and stronger, closing at 48 1/2c for July, and 38c for August. Barley was quiet and firmer at \$1.02 bid. Barley was in fair demand and firmer, closing at 96c for September. Hogs were active and 5@10c higher, closing chiefly at \$3.75@3.75. Cattle were active and without important change in value; sales at \$2.50@2.60. Sheep were dull and easier.

A large number of the vessel-owners and tug-men have united in a petition to the Board of Public Works for the removal of the bridge-tender at Randolph street for throwing various obstacles into their way, and fouling the water. The petition is so earnest, large, and unanimous that there can be little doubt but it is well founded. The tug-men and vessel-owners have their rights as well as the wagoners and foot-passengers, and not only will an improper construction of the ordinance work serious inconvenience and bring on serious losses, but the liability to disaster is vastly increased by any misunderstanding of the law. The case of the Randolph-street bridge-tender evidently needs attention.

A correspondent of the New York Herald makes a sensible and philosophical suggestion about the Indian question. Attempts to make the red man a farmer have failed. Why? Because one important step has been wholly overlooked. Wild tribes do not put on civilization like a coat. They cannot. Before they become tillers of the soil, they must be keepers of herds. They must raise cattle before they raise crops. The Government, instead of persuading its wards to breed sheep and oxen, has dumped a few bad plows, cultivators, and reapers, and some bags of dried-up seeds, upon a reservation, and has expected them to become farmers straightway. This would be ludicrous, if the consequences did not make it serious. A great part of the Indian range is unfitted for agriculture, but it contains vast tracts of the best pasture-land in the world. The Indians are devoted to the roving life which cattle-raising makes possible. They now breed great numbers of ponies. They might be taught to breed greater numbers of cattle, part of which they would eat themselves, and none of which could be used, as the ponies are, for carrying burrs on the war-path. This seems to be a feasible plan. The half-civilized tribes of the Indian Territory were tamed in this way, as far as they have gone. They were once as wild and bloodthirsty as the Sioux. What civilized one set of savages can civilize another.

TAXATION FOR REVENUE.
 To the Editor of The Chicago Tribune:—
 On Friday, July 15—I would thank you to inform me through your columns what articles are by the law of England subject to customs duties. My claim is that not more than twenty-five articles are subject to the tariff laws, and that the revenue from these articles is greater than is derived from the whole list of articles subject to duty in this country. Please give your views upon the subject.

ANSWER.—We have repeatedly published the list of articles falling under taxation by the British tariff. They are few in number. In 1873 the list contained the following articles, to which we append the British and United States rates of duty on the articles named:

Articles Imported.	British rate of tax.	American tax.
Beer, per gal.	11	35c
Cider, per gal.	11	35c
Wine, per gal.	11	35c
Whisky, per B.	11	35c
Brandy, per B.	11	35c
Port, per B.	11	35c
Sherry, per B.	11	35c
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Claret, per B.	11	35c
Champagne, per B.	11	35c
Cognac, per B.	11	35c
Brandy, per B.	11	35c
Port, per B.	11	35c
Sherry, per B.	11	35c
Claret, per B.	11	35c
Champagne, per B.	11	35c
Cognac, per B.	11	35c
Brandy, per B.	11	35c
Port, per B.	11	35c
Sherry, per B.	11	35c
Claret, per B.	11	35c
Champagne, per B.	11	35c
Cognac, per B.	11	35c
Brandy, per B.	11	35c
Port, per B.	11	35c
Sherry, per B.	11	35c
Claret, per B.	11	35c
Champagne, per B.	11	35c
Cognac, per B.	11	35c
Brandy, per B.	11	35c
Port, per B.	11	35c
Sherry, per B.	11	35c
Claret, per B.	11	35c
Champagne, per B.	11	35c
Cognac, per B.	11	35c
Brandy, per B.	11	35c
Port, per B.	11	35c
Sherry, per B.	11	35c
Claret, per B.	11	35c
Champagne, per B.	11	35c
Cognac, per B.	11	35c
Brandy, per B.	11	35c
Port, per B.	11	35c
Sherry, per B.	11	35c
Claret, per B.	11	35c
Champagne, per B.	11	35c
Cognac, per B.	11	35c
Brandy, per B.	11	35c
Port, per B.	11	35c
Sherry, per B.	11	35c
Claret, per B.	11	35c
Champagne, per B.	11	35c
Cognac, per B.	11	35c
Brandy, per B.	11	

TIME TABLE		
DEPARTURE OF TRAINS		
PACIFIC RAILROAD.—Saturday and Sunday excepted. 12:30 p.m. and 7 p.m. only.		
NORTHWESTERN RAILROAD.		
Chicago and St. Louis, and of the depot.		
Leave.	Arrive.	
Chicago.	5:00 a. m.	7:30 p. m.
St. Louis.	7:30 a. m.	10:00 p. m.
Chicago.	10:00 a. m.	12:30 p. m.
St. Louis.	12:30 p. m.	3:00 p. m.
Chicago.	3:00 p. m.	5:30 p. m.
St. Louis.	5:30 p. m.	8:00 p. m.
Chicago.	8:00 p. m.	10:30 p. m.
St. Louis.	10:30 p. m.	1:00 a. m.
Chicago.	1:00 a. m.	3:30 a. m.
St. Louis.	3:30 a. m.	6:00 a. m.
Chicago.	6:00 a. m.	8:30 a. m.
St. Louis.	8:30 a. m.	11:00 a. m.
Chicago.	11:00 a. m.	1:30 p. m.
St. Louis.	1:30 p. m.	4:00 p. m.
Chicago.	4:00 p. m.	6:30 p. m.
St. Louis.	6:30 p. m.	9:00 p. m.
Chicago.	9:00 p. m.	11:30 p. m.
St. Louis.	11:30 p. m.	2:00 a. m.
Chicago.	2:00 a. m.	4:30 a. m.
St. Louis.	4:30 a. m.	7:00 a. m.
Chicago.	7:00 a. m.	9:30 a. m.
St. Louis.	9:30 a. m.	12:00 p. m.
Chicago.	12:00 p. m.	2:30 p. m.
St. Louis.	2:30 p. m.	5:00 p. m.
Chicago.	5:00 p. m.	7:30 p. m.
St. Louis.	7:30 p. m.	10:00 p. m.
Chicago.	10:00 p. m.	12:30 p. m.
St. Louis.	12:30 p. m.	3:00 p. m.
Chicago.	3:00 p. m.	5:30 p. m.
St. Louis.	5:30 p. m.	8:00 p. m.
Chicago.	8:00 p. m.	10:30 p. m.
St. Louis.	10:30 p. m.	1:00 a. m.
Chicago.	1:00 a. m.	3:30 a. m.
St. Louis.	3:30 a. m.	6:00 a. m.
Chicago.	6:00 a. m.	8:30 a. m.
St. Louis.	8:30 a. m.	11:00 a. m.
Chicago.	11:00 a. m.	1:30 p. m.
St. Louis.	1:30 p. m.	4:00 p. m.
Chicago.	4:00 p. m.	6:30 p. m.
St. Louis.	6:30 p. m.	9:00 p. m.
Chicago.	9:00 p. m.	11:30 p. m.
St. Louis.	11:30 p. m.	2:00 a. m.
Chicago.	2:00 a. m.	4:30 a. m.
St. Louis.	4:30 a. m.	7:00 a. m.
Chicago.	7:00 a. m.	9:30 a. m.
St. Louis.	9:30 a. m.	12:00 p. m.
Chicago.	12:00 p. m.	2:30 p. m.
St. Louis.	2:30 p. m.	5:00 p. m.
Chicago.	5:00 p. m.	7:30 p. m.
St. Louis.	7:30 p. m.	10:00 p. m.
Chicago.	10:00 p. m.	12:30 p. m.
St. Louis.	12:30 p. m.	3:00 p. m.
Chicago.	3:00 p. m.	5:30 p. m.
St. Louis.	5:30 p. m.	8:00 p. m.
Chicago.	8:00 p. m.	10:30 p. m.
St. Louis.	10:30 p. m.	1:00 a. m.
Chicago.	1:00 a. m.	3:30 a. m.
St. Louis.	3:30 a. m.	6:00 a. m.
Chicago.	6:00 a. m.	8:30 a. m.
St. Louis.	8:30 a. m.	11:00 a. m.
Chicago.	11:00 a. m.	1:30 p. m.
St. Louis.	1:30 p. m.	4:00 p. m.
Chicago.	4:00 p. m.	6:30 p. m.
St. Louis.	6:30 p. m.	9:00 p. m.
Chicago.	9:00 p. m.	11:30 p. m.
St. Louis.	11:30 p. m.	2:00 a. m.
Chicago.	2:00 a. m.	4:30 a. m.
St. Louis.	4:30 a. m.	7:00 a. m.
Chicago.	7:00 a. m.	9:30 a. m.
St. Louis.	9:30 a. m.	12:00 p. m.
Chicago.	12:00 p. m.	2:30 p. m.
St. Louis.	2:30 p. m.	5:00 p. m.
Chicago.	5:00 p. m.	7:30 p. m.
St. Louis.	7:30 p. m.	10:00 p. m.
Chicago.	10:00 p. m.	12:30 p. m.
St. Louis.	12:30 p. m.	3:00 p. m.
Chicago.	3:00 p. m.	5:30 p. m.
St. Louis.	5:30 p. m.	8:00 p. m.
Chicago.	8:00 p. m.	10:30 p. m.
St. Louis.	10:30 p. m.	1:00 a. m.
Chicago.	1:00 a. m.	3:30 a. m.
St. Louis.	3:30 a. m.	6:00 a. m.
Chicago.	6:00 a. m.	8:30 a. m.
St. Louis.	8:30 a. m.	11:00 a. m.
Chicago.	11:00 a. m.	1:30 p. m.
St. Louis.	1:30 p. m.	4:00 p. m.
Chicago.	4:00 p. m.	6:30 p. m.
St. Louis.	6:30 p. m.	9:00 p. m.
Chicago.	9:00 p. m.	11:30 p. m.
St. Louis.	11:30 p. m.	2:00 a. m.
Chicago.	2:00 a. m.	4:30 a. m.
St. Louis.	4:30 a. m.	7:00 a. m.
Chicago.	7:00 a. m.	9:30 a. m.
St. Louis.	9:30 a. m.	12:00 p. m.
Chicago.	12:00 p. m.	2:30 p. m.
St. Louis.	2:30 p. m.	5:00 p. m.
Chicago.	5:00 p. m.	7:30 p. m.
St. Louis.	7:30 p. m.	10:00 p. m.
Chicago.	10:00 p. m.	12:30 p. m.
St. Louis.	12:30 p. m.	3:00 p. m.
Chicago.	3:00 p. m.	5:30 p. m.

